



# MAYOR AND COUNCIL AGENDA

NO. 6

DEPT.: Community Planning and Development Services  
STAFF CONTACT: Margaret Hall, Planner II

DATE PREPARED: 9/2/05  
FOR MEETING OF: 9/19/05

**SUBJECT:** Preliminary Development Plan Application PDP2005-00010, Maryland Motors, Inc., a subsidiary of Gables Residential; a proposal to develop 216 multifamily units and 16,685 square feet of retail space at 1450 Rockville Pike.

**RECOMMENDATION:** Staff recommends that the Mayor and Council and Planning Commission provide comment on the proposal.

**DISCUSSION:** Applications for the optional method of development require that the Mayor and Council and Planning Commission conduct a public worksession with the applicant prior to or shortly following the submission of a Preliminary Development Plan (PDP) application.

**Description of Project:** The subject site is located at 1450 Rockville Pike, adjacent to the railroad tracks, at the traffic signal for Templeton Place. The entire property contains 157,373 square feet (3.61 acres) of land, and is currently improved with an auto sales facility. The property is zoned RPC and is located outside the Twinbrook Metro Performance District. The applicant is seeking development under the Optional Method of Development, which is a voluntary option for any parcel of land in RPC Zone. Under the OMD, the applicant is permitted up to 1.0 FAR (floor area ratio) for nonresidential uses. Residential uses are not calculated as part of the FAR.

The applicant is proposing to construct a five-story multifamily residential and retail building with structured parking in the rear. The building will have 16,685 square feet of first floor retail and 216 multifamily units, including 27 MPDUs. The applicant's proposal exceeds the base level maximum height limit of 35 feet by 28 feet, for a total of 63 feet. The maximum height under the optional method of development outside the Metro Performance District is 75 feet.

The OMD requires all developments to comply with the urban design review process for the Rockville Pike Corridor Area as contained in the Rockville Pike Corridor Plan. The applicant is proposing a building of contemporary design, utilizing a residential pattern of windows and balconies on the upper stories. The retail level will be emphasized with storefront canopies.

The applicant proposes 411 parking spaces, which exceeds the minimum requirement of 374. A total of 27 spaces will be located along the Rockville Pike frontage, with the remainder in a garage at the rear of the property. Access to the garage is via a driveway on the right (south) side of the building.

The applicant is proposing to meet the *Rockville Pike Corridor Neighborhood Plan's* streetscape requirements. The Plan requires the frontage of any site along Rockville Pike provide a landscape berm, walkway, splash block treatment, and building landscaping. The applicant is proposing to provide a landscape berm along the curb with a six-foot sidewalk located behind the berm with street trees.

The entrance circulation plan includes a single access driveway from Rockville Pike in front of the property. A major portion of the traffic associated with this use will be accommodated at the traffic light at Templeton Place, adjacent to the property and at the driveway on front of Midas Muffler.

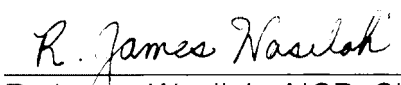
**Fiscal Impact:** Construction of the project will result in increased property tax revenue to the City, the amount of which has not been determined at this time.

**Next Steps:** The application will be considered by the Planning Commission for recommendation to the Mayor and Council.

**PREPARED BY:**

  
Margaret Hall, Planner II


**APPROVED BY:**

  
R. James Wasilak, AICP, Chief of Planning

9.14.05

Date

**APPROVED BY:**

  
Arthur D. Chambers, AICP, Director, CPDS

9/14/05  
Date

**APPROVED BY;**

  
Scott Ullery, City Manager

9/14/05  
Date

**LIST OF ATTACHMENTS:**

1. Submission materials

APPLICATION FOR PRELIMINARY DEVELOPMENT PLAN  
City of Rockville, Maryland

ATTACHMENT 1

This application must be typewritten or printed and notarized and submitted to the Planning Division for filing. All items must be completed and the required documents and filing fee must accompany this application.  
(NOTE: This application is not considered filed until all required information is accepted.)

APPLICATION IS HEREBY MADE WITH THE PLANNING COMMISSION FOR ROCKVILLE FOR APPROVAL A PRELIMINARY DEVELOPMENT FOR THE PROPERTY DESCRIBED BELOW:

LOCATION OF PROPERTY (address) 1450 Rockville Pike, Rockville, MD 20852  
Subdivision The Pike Lot 6 Block A  
Present Zone RPC Property size (in square feet) 157,373 sq

APPLICANT:

Owner or Authorized Agent ONLY\*

Maryland Motors, Inc. (A wholly owned subsidiary of Gables Residential)  
Name

8280 Greensboro Drive, Suite 605  
Address

McLean, VA 22102

Contact: Andrew J. Cretal

(703) 918-2506 Fax (703) 918-2502  
Telephone

Email: acretal@gables.com

Contact: Carole E. Walker

(703) 918-2506 Fax (703) 918-2509  
Telephone

Email: cwalker@gables.com

OWNER OF RECORD

(if other than Applicant)

Name

Address

Telephone

ARCHITECT/ENGINEER/OTHER - Attorney

Linowes & Blocher, LLP  
Name

7200 Wisconsin Avenue, Suite 800  
Address

Bethesda, MD 20814-4842

Contact: C. Robert Dalrymple

(301) 961-5208 Fax (301) 654-2801  
Telephone

Email: bdalrymple@linowes-law.com

Contact: Mark Viani

(301) 961-5150 Fax (301) 654-2801  
Telephone

Email: mviani@linowes-law.com

Gross Floor Area: 263,969

Area devoted to retail sales: 16,685

Max. Number of employees per shift: N/A

If residential, number of units: 216

Number of Parking Spaces

Required by Zoning Ord.: 374

Provided: 411

Estimated daily domestic water and sewer use:

Gals. per day: Water 45,747 Sewer 41,588

Gals. per minute: Water 48 Sewer 43

Estimate Fire Protection Demand

(in GPM) 1,000

To be completed by the Planning Division	
Application No.	<u>PDP2005-00010</u>
Filing Date	<u>6/17/05</u>
Filing Fee	<u>\$7,620.44 and \$5,000 (app fee &amp; traffic study)</u>
Decision	_____
Decision Date	_____
Staff Contact	_____

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\* A letter of authorization from the owner must be submitted if this application is filed by anyone other than the owner.

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Decision \_\_\_\_\_

Decision Date \_\_\_\_\_

Staff Contact \_\_\_\_\_

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THE FOLLOWING DOCUMENTS ARE TO BE FURNISHED AS A PART OF THIS APPLICATIONS AS REQUIRED BY THE PLANNING COMMISSION:

1. A written description of the plan of development clearly stating how the project will achieve the intent of the Rockville Pike Corridor Area Article of the Zoning Ordinance and Adopted Master Plan.
2. A concept plan (11 copies) at 100' scale, or larger, supporting the above statement and showing:
  - A. The general location and approximate height, size and uses of all proposed buildings.
  - B. A vehicular and pedestrian circulation system including public and private streets, walkways, bikeways, and parking areas (on and off site).
  - C. A system of public and private open spaces, buffers and recreational areas with estimation of acreage to be dedicated to the public or retained in private ownership.
  - D. Topography showing contour intervals at 5', existing buildings, wooded areas, water courses and 100 year flood area.
  - E. Existing features adjacent to project boundary.
3. A statement indicating how maintenance and ownership of any common facilities will be resolved.
4. A preliminary schedule of development including the time specific staging and phasing of :
  - A. Residential areas.
  - B. Nonresidential development.
  - C. The construction of streets, utilities and other improvements necessary to serve the project area (on and off site).
  - D. The dedication of land to public use.
  - E. The dedication and construction of public and private vehicle and pedestrian ways.
5. The submission of a Traffic Impact Study in conformance with the Standard Traffic Methodology for all uses that generate more than 100 vehicles trips during the peak hours as defined therein.
6. A Forest Stand Delineation Plan and preliminary Forest Conservation Plan prepared in accordance with Rockville's Forest and Tree Preservation Ordinance.

By: \_\_\_\_\_

Signature of Applicant

State of Virginia

County of Fairfax

Subscribed and sworn before me this 9th day of June, 2005

Corene Libert  
Notary Public

My Commission expires 1/31/09

## NOTICE to APPLICANTS for

- Use Permits and Use Permit Amendments
- Subdivisions (Preliminary or Final)
- Planned Developments (PRU, RTH, CPD)
- Sediment Control Permits

As of January 1, 1993, the Rockville Forest and Tree Preservation Ordinance requires that a person filing any of the above applications shall submit a Forest Stand Delineation and a Forest Conservation Plan (when applicable).

No application for a covered permit or approval is complete until the submission required by the Ordinance are accepted as complete by the City Forester. The City Forester shall review and approve or disapprove Forest Stand Delineation and Forest Conservation Plans.

Criteria for Forest Stand Delineation and Forest Conservation Plans are contained in the forest and Tree Preservation Ordinance and Forest Conservation Manual.

The filing fee for a Forest Stand Delineation is \$100.00, plus \$5.00 per acre over ten acres.

### SUBMISSION REQUIREMENTS FOR FOREST STAND DELINEATION\*

	No Forest or significant tree on the tract	No Impact on Forest or significant tree on the tract	Impact on Forest or significant tree on the tract
Final Forest Stand Delineation Map			X
Site Vicinity Map	X	X	X
Stand Summary Sheets			X
Narrative on Forest Stand Conditions			X
Individual Significant Tree Summary Sheet and Map		X	X
Preliminary Conservation Worksheet		X	X
Certification that there is no forest in delineation area**	X		
Documentation establishing no activity within 50 ft. of the critical root zone of any significant tree in the delineation area		X	
Additional submission as required by the City Forester	X	X	X

\*Not applicable in connection with a single recorded lot improved with an existing attached, detached, or semi-detached single-family dwelling.

\*\*This certification must be reviewed and approved by the City Forester. The delineation area consists of the entire tract.

## STANDARD TRAFFIC METHODOLOGY

### When a study may be required

The Standard Traffic Methodology (STM) is a set of guidelines for the preparation of traffic impact studies within the City of Rockville, Maryland. Traffic studies are required under the following general circumstances.

In certain instances a traffic study may be required when it is determined that the traffic impact of the proposed use may be significant or the specific use generates more traffic than the general uses listed in the table.

1. Local Map Amendments that are not in conformance with the Approved and Adopted Master Plan and generate more than 100 vehicle trips during the AM or PM peak hour.
2. Exploratory or concept applications seeking to utilize "special development procedures" permitted by the Zoning and Planning Ordinance and generate more than 100 vehicle trips during the AM or PM peak hour.
3. All applications for preliminary subdivision plans involving more than 100 dwelling units.
4. All Use Permit applications that will generate more than 100 vehicle trips during the AM or PM peak hour. As a point of reference the table indicates the minimum size development that may require the submission of a traffic impact study.

General Land Use Category	Trigger for STM Study
General Office	45,000 Square Feet
General Retail	7,000 Square Feet
General Light Industrial	100,000 Square Feet
Single Family Residential	100 Units
Apartments	225 Units

5. All Special Exception applications that will generate more than 100 additional vehicle trips during the AM or PM peak hour or that require a finding by the Board of Appeals that the proposed use does not overburden public facilities.

For further information on whether a traffic study is required, please contact the City Transportation Planner.

## STATEMENT OF THE APPLICANT

### **Gables Twinbrook** **1450 Rockville Pike**

#### **REQUEST:**

The Applicant requests approval of a Preliminary Development Plan (PDP), pursuant to Section 25-710 of the City Rockville Zoning Ordinance, to redevelop the subject property described below (the "Property") under the optional method in the Rockville Pike Commercial (RPC) Zone. The proposed development will be comprised of a mixed-use development that includes 216 mid-rise multi-family dwelling units and up to 16,685 square feet of ground floor retail (the "Project"). The Project will replace an existing automobile sales and service facility that includes a 17,705 square-foot building, a 3,787 square-foot ancillary building, and two trailers, all of which are part of the existing operations.

#### **PROPERTY:**

The Property is known as Part Lot 6, Block A, the Pike Subdivision, as shown on a plat recorded in the Land Records of Montgomery County at Plat 9254. The Property is located at 1450 Rockville Pike, Rockville, Maryland. The Property is situated on the east side of Rockville Pike (MD Route 355), just south of the intersection with Templeton Place. The Property is subject to the April 1989 Rockville Pike Corridor Neighborhood Plan (the "RPC Neighborhood Plan"). The Property is bounded to the north and south by commercial uses in the RPC Zone, and to the east by the Metrorail Red Line operated by Washington Metropolitan Area Transportation Authority ("WMATA") and heavy rail lines operated by CSX Transportation Inc. Further to the east, beyond the rail lines, is a single-family residential neighborhood. The Property is within 2,500 feet of the Twinbrook Metro Station.

The Property is rectangular in shape, and comprised of approximately 3.61 acres. As noted above, virtually the entire property is paved for the existing automobile sales and service operations.

#### **PREVIOUS RELATED ACTIONS:**

The existing automobile and service use was initially developed in 1952, prior to commencement of the current use permit process. In conjunction with this use, a special exception modification permitting further improvement of the facilities was subsequently approved in the early 1970s.

In 1978, WMATA condemned a portion of the Property for future right-of-way for the Metrorail Red Line (thus the current legal description as Part Lot 6).



## PLANNING PROCESS/PUBLIC OUTREACH:

In preparing this PDP Application, the Applicant actively solicited input from City staff area residents and civic organizations. On two occasions, February 16, 2005 and May 18, 2005, the Applicant held evening meetings, open to the public, during which it made a presentation on the Project and solicited input from attendees. Much of the input from these meetings has been used to refine the Project to better respond to the goal of the RPC Neighborhood Plan and the concerns of area residents.

## APPLICATION:

Because the Project is being proposed through the optional method in the RPC Zone, it will first require PDP approval by the Mayor and Council of Rockville, and then Use Permit approval by the City of Rockville Planning Commission. The following is submitted in support of the PDP application

The PDP proposes:

Use	Dwelling units	Square Footage
Multi-family dwellings		
1 BR	136	
2 BR	80	
Ground Floor Retail <sup>2</sup>		16,685 sf
Total Provided	216 (incl. 27 MPDUs)	16,685 sf

Building Tabulation				
	Retail	Amenities	Residential	Total Building
Ground Floor	16,685 sf	1,760 sf		18,445 sf
Second Floor		5,220 sf	56,161 sf	61,381 sf
Third Floor			61,381 sf	61,381 sf
Fourth Floor			61,381 sf	61,381 sf
Fifth Floor			61,381 sf	61,381 sf
Totals	16,168 sf	6,980 sf	240,304 sf	263,969 sf

<sup>1</sup> The proposed unit mix is illustrative and will be established at use permit approval.

<sup>2</sup> The proposed amount of retail uses is illustrative and will be established at use permit approval.

Parking Tabulation		
Multifamily dwellings		
1 BR (1.25 space/unit)	170	
2 BR (1.5 space/unit)	120	290
Retail		
(1 space/200 sf)	84	84
Total Required		374
Total Provided		411

The PDP is attached as Exhibit 1. Conceptual plans for the proposed building and other improvements are included for **illustrative purposes** only and will be formally submitted in final form at the time of Use Permit application. See Exhibits 7-15.

### **Project Description**

The Project will be a mixed-used development consisting of a five-story building with four residential floors over a one-story retail base and a parking garage. It will provide a total of 216 units (including 27 MDPUs), and up to 16,685 square feet of ground floor retail uses. All of the retail uses will be located on the first floor, along the building's Rockville Pike frontage. The first floor of the parking garage will be located behind the retail uses, above grade. Beginning on the second floor (the first floor of residential uses), the building will form a private enclosed courtyard featuring a raised landscaped plaza, which will act as the building's main amenity space for residents of the Project. Other amenities will include an outdoor swimming pool, clubhouse, fitness center, business center, and leasing center. A total of 411 parking spaces will be provided, with 374 spaces located in the garage and 27 spaces on the surface. As shown on the typical floor plans, the second and third levels of the parking garage will extend behind the multi-family dwelling units, along the CSX/Metrorail lines, to provide an acoustical buffer for these units from the sound of passing trains. See Exhibits 7, 9, 10 and 11.

The building's character and expression will be a recognizable landmark, helping to foster redevelopment along the Rockville Pike Corridor. The architectural design is based on an urban block, integrating the residential and retail components into one cohesive whole and providing residents with convenient access to shopping, dining, and entertainment. The architectural style will incorporate traditional elements expressed in a contemporary manner. See Exhibits 13, 14 and 15.

The main building elevation reflects a strong pattern of windows and balconies, which helps reduce the scale and massing of the structure. See Exhibit 13. The choice of building materials and colors will be distinctive, and will add character to the Project. Further, the architectural details and elements will help to modulate the building's length, such that the pedestrian experience is of an appropriate scale. Awnings and canopies will be provided to reinforce the retail base. A glass and steel canopy in the middle of the

building will punctuate the main residential entry and lobby. This central element is extended upwards to break the façade and establish the center of the block. A significant cornice line will emphasize the top building edge. *See Exhibit 13.* While the architecture on the side and rear of the building is simplified from that of the front, it will contain a number of the same details and elements, providing an attractive four-sided project. Additionally, the rear of the building will incorporate architectural treatments and materials designed to provide additional noise attenuation measures for residents from the adjacent rail lines. *See Exhibit 15.*

### **Landscape Design**

The streetscape along Rockville Pike will provide a comfortable pedestrian experience. *See Exhibits 8 and 13.* The building's ground floor store frontage will provide a broad sidewalk area, with shade trees and ornamental lighting. Extending further from the building, between the service drive and Rockville Pike, will be a 30-foot wide secondary streetscape that includes a slightly bermed-planted edge consisting of shade trees, ornamental pole lighting, and a five-foot sidewalk. *See Exhibits 7 and 14.* The layout and planting will be in accordance with the Design Guidelines for the Rockville Pike Corridor.

The WMATA/CSX lines run along the Property's rear yard. This area will be predominately planted with a variety of evergreen tree plantings to help mitigate the view of the parking garage and buffer sounds from the rail lines. *See Exhibits 7, 8 and 15.* The side yard plantings of the project will include evergreen shrub plantings with shade tree and ornamental tree plantings. *See Exhibits 7 and 8.* The shade trees will provide a sense of scale and address buffer requirements.

In addition to the ground plane treatment, the Project will provide a second-story landscaped plaza that includes the swimming pool, associated terrace, and several intimate gathering spaces. These gathering areas will accommodate additional areas for socializing, independent of the pool amenity. Those areas not paved will be planted with ornamental trees, shrubs, and groundcover, with accent and utility lighting as required. Final details of the roof terrace will be presented at Use Permit phase. *See Exhibits 7, 8 and 11.*

### **Pedestrian and Vehicular Circulation**

The Project will provide for safe and easy vehicular and pedestrian circulation within the Property and to adjacent properties.

The Property is served by an access easement (the "Service Drive") that permits drivers entering and exiting the Property to use appropriate vehicle access points along Rockville Pike and to facilitate access to other properties located on the east side of Rockville Pike, without entering the main lanes of Rockville Pike. *See Exhibits 2, 7, 15 and 17.*

The vehicle access points on Rockville Pike that will serve the Project include a driveway opposite Templeton Place located just north of the Property, a driveway located just south of the Property, and a right turn in and right turn out driveway located at the south end of the Property's frontage along Rockville Pike. The access points located just north and just south of the Property are full movement access points. The driveway opposite Templeton Place is signalized. *See Exhibit 17.*

The parking garage entrance and the loading docks for service vehicles are located along the south side of the Project. This vehicle activity will be removed from the major pedestrian crossing area and from the ground floor retail. *See Exhibits 2, 7 and 9.*

The Project will also provide a pedestrian connection to surrounding properties by extending a main crosswalk, centered on the building entrance, that links the building's storefront sidewalk to the sidewalk located on the secondary streetscape. *See Exhibit 2.*

### **Transportation**

The PDP Application includes a Traffic Report, prepared by Kimley Horn in conformance with the City of Rockville's Comprehensive Transportation Review (CTR) Guidelines, and with input from City staff and representatives of the surrounding community (the "Traffic Report"). The Traffic Report provides an Automobile Traffic Analysis and Non-Auto Off-Site Analysis. It also provides descriptions of existing conditions, an analysis of site access and circulation, and a summary of findings and suggested mitigation strategies. A copy of the CTR is attached as Exhibit 17.

### **Parking**

The Applicant will comply with the Rockville City Code for required parking, and the final number of parking spaces will be determined at Use Permit based on the final schedule of dwelling unit types and sizes. Based on an assumption of a mix of unit sizes for the 216 apartments and 16,685 square feet of retail, the code requirement for parking is 374 spaces. The project will provide a minimum of 411 spaces.

Parking will be provided in both a parking garage and surface spaces. The garage will have four levels, with vehicular access at one point in the southern corner of the building. In total, 384 spaces will be provided in the garage, with most of these spaces (249) located on the main garage level (G1). A total of 27 surface spaces will be provided along the front of the building directly accessible from the service aisle. A loading dock and service space will be provided adjacent to the entrance to the garage.

### **Storm Water Management**

In conjunction with the submission of the PDP Application, the Applicant has submitted a stormwater management concept plan for the Property. A Concept Stormwater Management Plan is attached as Exhibit 5. On-site quality and quantity

control will be provided under the parking surfaces. A waiver of the adjoining public right-of-way stormwater management requirements was requested with the concept application.

### **Adequate Utilities**

Public water, sewer, electric, and gas are available on the Property or in the adjacent right-of-way. A Concept Utility Plan is attached as Exhibit 6.

### **NRI/FSD**

The Applicant submitted and received approval of a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) for the Property. A copy of the approved NRI/FSD is attached as Exhibit 3.

### **Maintenance and Ownership of Common Facilities**

Common facilities will be owned and maintained pursuant to a master condominium regime that governs the Property and the Project. It is anticipated that the condominium regime will have two members, a retail member and a residential member. The Applicant will wholly own both members.

### **Phasing Schedule**

The Project will be constructed in one phase. The Applicant intends to proceed with construction promptly after its receipt of all necessary development approvals and permits.

### **Moderately Priced Dwelling Units**

The Applicant will comply with the City's regulations on inclusion of moderately priced dwelling units in the Project. Based on the Project's proposed density of 216 dwelling units, a total of 27 MPDUs (12.5 percent of 216 dwelling units) are proposed.

### **Conformance with the RPC Neighborhood Plan**

The Applicant proposes a mixed-use development consistent with the intent of the RPC Neighborhood Plan. The goals, objectives, and policies of the Plan are stated as follows:

#### *Goal*

*The Rockville Pike Corridor should seek to offer security, identity, and opportunity for Rockville citizens and business persons. It should serve as the commercial main street of the City, providing a wide variety of convenience and shopper-oriented retail goods and services. It should offer a variety of mixed-use*

*development of retail, office, and residential opportunities that respond to the diverse needs, opportunities, and expectations of the community and encourage the cooperation between businesses and residents to support this goal.*

#### *Objective*

*It is the objective of the Mayor and Council of Rockville, Maryland, to: (1) encourage the continued economic growth and vitality of the Rockville Pike Corridor; (2) emphasize the need for a balanced transportation system that encourages all modes of transportation; (3) expand the retail, office, and residential bases affording opportunities to all Rockville residents; and (4) to promote a stronger sense of identity for this area as the commercial main street of the City. This can be achieved by emphasizing mixed-use development, imaginative urban design, attractive streetscapes, and creative mixed- and single-use developments appropriately scaled to achieve the planning goal for this sector of the City.*

#### *Policies*

- 1. Protect existing residential areas and adjacent neighborhoods from encroachment of commercial land use, excessive traffic, unlawful noise, and pollution.*

The Project will not result in the encroachment of commercial land use, excessive traffic, unlawful noise, and pollution. The Property is separated from the nearest residential neighborhood by the heavy rail lines operated by CSX Transportation, Inc. and the Metrorail Red Line operated by WMATA. See Exhibits 1 and 7. The Project will not encroach towards these homes; nor will it cause excessive traffic on the local roadways serving that neighborhood. The Project will not cause unlawful noise or pollution to impact this neighborhood. As described above, through thoughtful Project design, architectural treatments, and extensive landscaping proposed along the rear of the Property, the Project's impacts on the single-family homes across the rail tracks from the Project will be further mitigated. See Exhibits 7, 8 and 15.

- 2. Foster an adequate supply of convenience retail activities to serve residents of the corridor and local neighborhoods.*

The Project will include up to 16,685 square feet of ground floor retail. While the exact nature of the proposed retail has yet to be determined and is dependent to some degree on market conditions, it may include any of the many different types of convenience retail allowed in the RPC Zone. This will help to ensure that an adequate supply of such retail is available to benefit residents of the Project, the corridor, and nearby neighborhoods.

3. *Encourage mixed-use development to promote combined residential, retail, employment, and entertainment centers within the corridor.*

The Project is a mixed-use development with 216 residential units and ground floor retail. As such, it will promote combined residential and retail land use in the immediate area. While the bulk of the proposed density is residential, the retail is oriented towards Rockville Pike with parking immediately adjacent, making it convenient to residents of the development and the general public. A strong pedestrian network will further bolster the utility of the ground level retail.

4. *Encourage cooperation between businesses and residents to support the goal.*

The Project is a mixed-use development, including residential and retail uses that will encourage cooperation between businesses and residents in support of the goal of responding to the diverse needs, opportunities, and expectations of the community. Prior to submitting this PDP application, the Applicant held two open meetings, on February 16, 2005 and May 18, 2005, with citizens and representatives of community organizations to discuss the Project and receive their feedback. Feedback from these meetings has resulted in several changes to the Project designed to better respond to the goal of the RPC Neighborhood Plan.

5. *Encourage excellence in urban design and architecture through the review of all projects to make them stand out as an overall statement of the quality and vitality for this area of the City.*

The Project involves an innovative design and presents an attractive architectural statement that will dramatically improve the Property's current appearance. The Project will be consistent with many of the Urban Design Guidelines found in the RPC Neighborhood Plan. These guidelines include providing a consistent visual image, orienting retail and services to the street, and providing amenities that promote pedestrian activity. The Project employs many design elements not commonly found on other buildings in the area, including the use of a parking garage screened from view by the ground floor retail, the proposed secondary streetscape, and additional landscaping along the rear and sides of the building. As a result, the overall appearance of the Property will be greatly improved over its current condition (which consists of an automobile sales and service facility located on a site that is virtually entirely paved), thus also improving the overall appearance of the area.

6. *Develop through the comprehensive planning process a plan that would address the traffic and transportation problems created by influences both inside and out of the City.*

The Traffic Report, prepared in conformance with the CTR Guidelines and input from City staff and representatives of the surrounding community, establishes that the Project will adequately address its own traffic impact and provides mitigation strategies for improving transportation conditions within the larger area. The vehicular circulation system will include a service drive parallel to Rockville Pike to facilitate ingress and egress between adjoining properties. Pedestrian circulation improvements will include crosswalks and sidewalks.

7. *Aggressively monitor and seek to influence actions/discussions by the county/state that impact on the Corridor's planned highway capacity and development.*

This is a joint policy objective/responsibility of the City, County, and State.

### **Conformance with the Zoning Ordinance**

The Project will fully conform to all of the applicable provisions of the City of Rockville Zoning Ordinance, including the provisions governing RPC zone optional method developments, outlined in Article XIV, titled "Rockville Pike Corridor Area" (the "RPC Article").

Section 25-710.1 of the Zoning Ordinance provides that the objective of the RPC Article is to encourage development within the Rockville Pike Corridor Area in accordance with the RPC Neighborhood Plan. Additionally, the regulations outlined in the RPC Article are intended to:

- (1) *Protect existing residential areas and adjacent neighborhoods from encroachment of commercial land use, excessive traffic, unlawful noise, and pollution.*
- (2) *Foster an adequate supply of convenience retail activities to serve residents of the corridor and local neighborhoods.*
- (3) *Encourage mixed-use development opportunities to promote combined residential, retail, employment, and entertainment centers within the area.*
- (4) *Encourage medium- to high-density residential development within the area.*
- (5) *Encourage excellence in urban design and improvement in overall City appearance.*



- (6) *Encourage development that produces a desirable relationship between buildings and the pedestrian and vehicular circulation systems and between such development and adjacent land uses.*
- (7) *Promote improved pedestrian and vehicular circulation and integrate pedestrian and vehicular circulation plans with development.*
- (8) *Implement a streetscape improvement program throughout the area by establishing specific standards for coordination of landscaping and street trees along public rights-of-way, public pedestrian ways, and buffers between dissimilar uses.*
- (9) *Promote the use of public and private transit facilities and pedestrian access thereto.*
- (10) *Promote efficient use of land.*
- (11) *Encourage quality of development and enhance the City's economic base.*
- (12) *Ensure consistency of development throughout the area.*

As discussed above, the Project achieves the objectives of the RPC Article with a mixed-use development that fully conforms with the RPC Neighborhood Plan. As outlined below, the Project responds to the above-stated objectives of the RPC Article and complies with the requirements of the RPC Article and all applicable provisions of the Zoning Ordinance.

The special requirements relating to use and development within the Rockville Pike Corridor Area are found under Division 2. Sections 25-710.21 through 25-710.27.

Section 25-710.21, titled "Use Requirements," provides that uses shall be as set forth in the applicable zone. Section 25-296 sets forth the table of uses and provides that multi-family dwelling units and a wide variety of retail and general commercial uses are permitted in the RPC zone.

Section 25-710.22, titled "Development Standards," provides that the development standards shall be as set forth in Sections 25-311 and 25-332. Sections 25-312 to 332 are inapplicable. The Project's compliance with the development standards set forth in Section 25-311 is outlined in the chart below.

RPC Zone		
	<u>Required</u>	<u>Proposed</u>
Minimum or Maximum Zone Area	n/a	157,373 sf
Minimum Lot Area	none required	157,373 sf
Lot Coverage	n/a	100,461 sf
Floor Area Ratio	.35 <sup>1,2</sup>	.11 <sup>1,2</sup>
Residential Density	60 units/acre (216 units)	216 units

	Required	Proposed
Setback Requirements <sup>3</sup>		
Public Right-of-Way	none required <sup>4</sup>	75'
Side-Abutting Non-Residential	none required; 10' if provided	14'
Side-Abutting Residential	equal to structure height at any point	n/a
Rear-Abutting Non-Residential	none required; 10' if provided	10'
Rear-Abutting Residential	equal to structure height at any point	n/a
Minimum Width		
At Front Setback Line	none required	388'
At Front Lot Line	none required	393'
Average	none required	385'
Height <sup>3</sup>		
Normal Maximum	35'	n/a
Maximum by Bonus	75'	63'

<sup>1</sup>Floor Area Ratio (FAR) of 1.0 may be authorized by the Planning Commission under optional method outside the Metro Performance District.

<sup>2</sup>Residential uses shall not be calculated as part of the maximum FAR under the optional method of development.

<sup>3</sup>Building heights/setbacks shall comply with building envelope and building line guidelines contained in the Plan.

<sup>4</sup>Rockville Pike Buildings Restriction Line shall also be the build-to line to be occupied by a majority of buildings fronting on Rockville Pike.

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Section 25-710.23, titled "Parking, loading and access requirements," provides that, in addition to providing the number of parking spaces required by Article IX, the following criteria must be observed: (1) within the RPC Zone, developments containing office uses shall designate not less than 5 percent of the office parking spaces for the exclusive use of carpools and vanpools; (2) a service drive adjacent to Rockville Pike must be provided; (3) the development must contain entrance and exit driveways along Rockville Pike located and constructed in substantial accordance with the Rockville Pike Access Management Plan; and (4) easements for access ways in accordance with the guidelines contained in the Plan must be provided.

The Project exceeds the minimum number of parking spaces required under Article IX (411 spaces provided/384 spaces required). The Project does not contain an office component. The Project will provide a service drive, entrance and exit driveways, and easement or right-of-way as required by this Section. *See Exhibits 1 and 2.*

Section 25-710.24, titled "Pedestrian circulation improvement requirements," requires that all developments shall include, when applicable: (1) pedestrian ways that cross private travel ways with crosswalks; and (2) public easements or rights-of-way for public pedestrian ways. The Project will conform with these requirements. Such crosswalks are shown on the PDP and the Circulation Plan. *See Exhibits 1 and 2.*

Section 25-710.25, titled "Landscaping and screening requirements," provides that, in addition to the general screening and landscaping requirements outlined in Article X: (1) certain types and sizes of street trees must be provided at specified distances along the right-of-way; (2) parking and parking structures adjacent to the public right-of-way must be adequately screened; and (3) a landscaped berm and sidewalk along the Rockville Pike frontage in substantial accordance with the Rockville Pike Streetscape guidelines must be provided.

The Project includes a landscaping package that satisfies the requirements of Article X and provides the required types and sizes of street trees. *See Exhibit 8.* Parking spaces along Rockville Pike are well-screened by a partial berm, street trees, and ancillary landscaping. The structured parking facility is not visible from Rockville Pike

and will be adequately screened from the side and rear property lines by trees and associated landscaping and treated with attractive architecture. *See* Exhibits 8, 14 and 15.

Section 25-710.26, titled "Sign requirements," states that all signage shall be as set forth in Article XI of the Ordinance. The PDP application will be in conformance with these requirements.

Section 25-710.27, titled "Optional method of development," describes the additional requirements applicable to those projects proposed under the optional method. The PDP application will be in conformance with the applicable standards. These include: (1) a minimum record lot of at least 20,000 square feet; (2) that no building shall cast a shadow on existing or approved residential structures on other parcels between 10:00 a.m. and 2:00 p.m. on December 21; (3) that not less than 75 percent of the gross leasable area of the ground floor of any building shall be devoted to retail sales and personal services and/or home and business services; (4) that any development that generates more than 100 vehicle trips during any peak hour shall prepare and submit a traffic impact study in conformance with the "Standard Traffic Methodology"; (5) that developments shall comply with the urban design review process contained in the RPC Neighborhood Plan; and (5) that appropriate streetscape shall be provided along Rockville Pike in conformance with the Rockville Pike Streetscape guidelines contained in the RPC Neighborhood Plan.

The Property consists of 157,252 square feet. *See* Exhibit 1. A sun study has been submitted, which shows that the building will not cast shadows on the nearby residential properties to the east between the hours of 10:00 a.m. and 2:00 p.m. on December 21 of each year. There are no residential structures to the north, west, and south of the Property. *See* Exhibit 16. Not less than 75 percent of the gross leasable area of the building's ground floor will be devoted to retail sales and personal services and/or home and business services. The Traffic Report provides traffic mitigation proposals for the Project. As part of a use permit application, the Applicant will comply with all applicable traffic study requirements. *See* Exhibit 17. The Project will include a 30-foot wide secondary streetscape, located between the Service Drive and Rockville Pike, which includes a slightly bermed-planted edge consisting of shade trees, ornamental poie lighting, and a five-foot sidewalk, in conformance with the Rockville Pike Streetscape guidelines contained in the RPC Neighborhood Plan. *See* Exhibits 8 and 14. The streetscape will contribute to a coordinated effort to improve the landscaping and use of street trees along Rockville Pike. *Id.* The Project will comply with the urban design review process contained in the RPC Neighborhood Plan.

The approval procedures for development within the Rockville Pike Corridor Area are found under Division 3, Sections 25-710.31 and 25-710.32. These sections describe the requirements for a Use Permit and approval of the optional method. The PDP will be in conformance with these requirements.

**Gables Twinbrook  
1450 Rockville Pike**

**Project Team**

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**Gables Twinbrook  
1450 Rockville Pike**

**Exhibit List**

Exhibit 1	Preliminary Development Plan
Exhibit 2	Circulation Plan
Exhibit 3	Approved Natural Resource Inventory/Forest Stand Delineation Plan
Exhibit 4	Preliminary Forest Conservation Plan
Exhibit 5	Storm Water Management Concept Plan
Exhibit 6	Concept Utility Plan
Exhibit 7	Site Plan
Exhibit 8	Conceptual Landscape Plan
Exhibit 9	First Floor Level Plan
Exhibit 10	Second Floor Level Plan
Exhibit 11	Typical Floor Level Plan
Exhibit 12	Conceptual Section A:A
Exhibit 13	Conceptual Elevations
Exhibit 14	Illustrative Perspective (View from Rockville Pike)
Exhibit 15	Illustrative Perspective (View from Rear)
Exhibit 16	Sun Study
Exhibit 17	Comprehensive Transportation Review (CTR)



LESSARD GROUP INC.

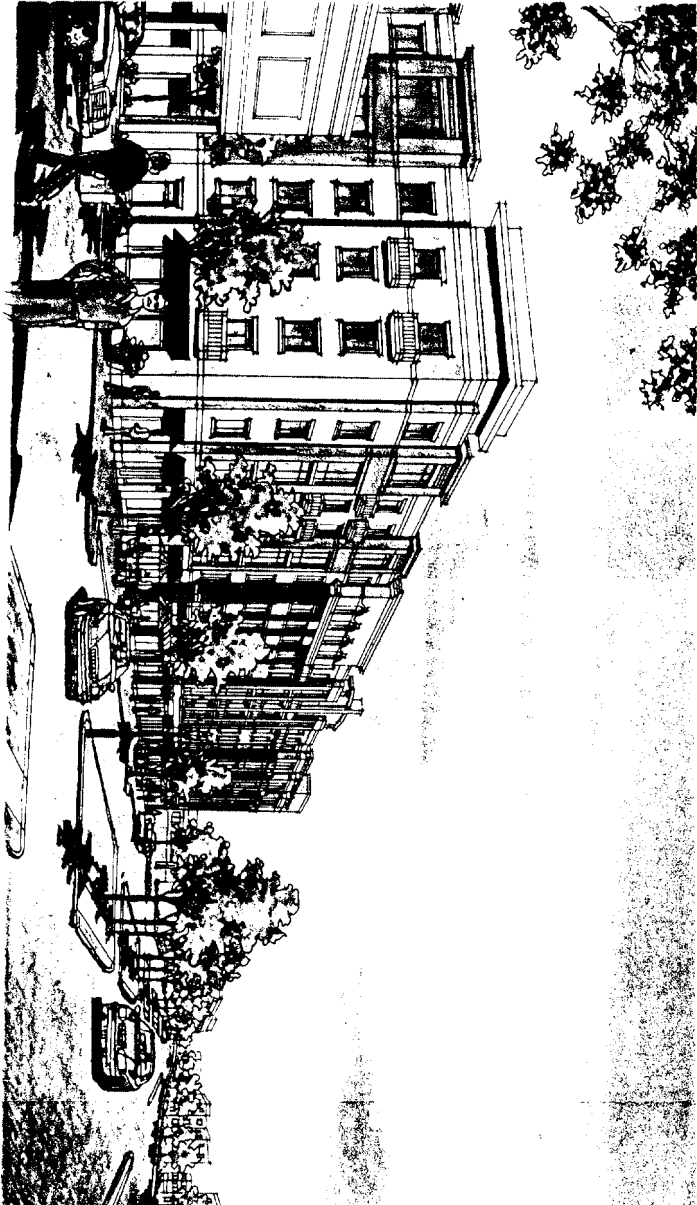
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## ILLUSTRATIVE PERSPECTIVE

View from Rockville Pike

JAN 1 2005



GABLES TWINBROOK

ROCKVILLE, MARYLAND

GABLES RESIDENTIAL

CDR 03/24/00



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CONCEPTUAL ELEVATIONS

JAN 1 2005

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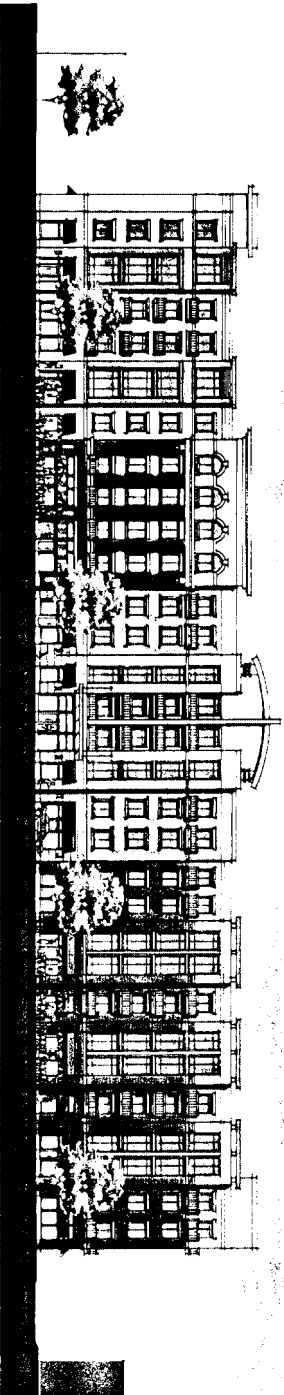
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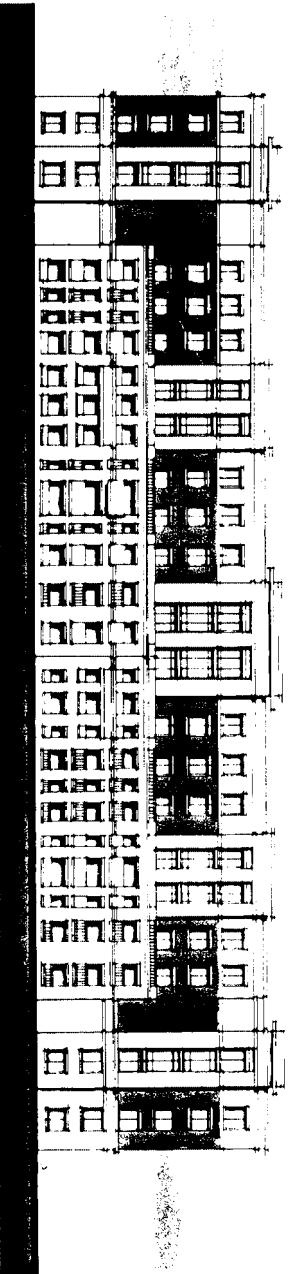
1/16" = 1'-0"

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Front Elevation



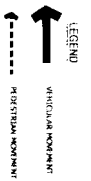
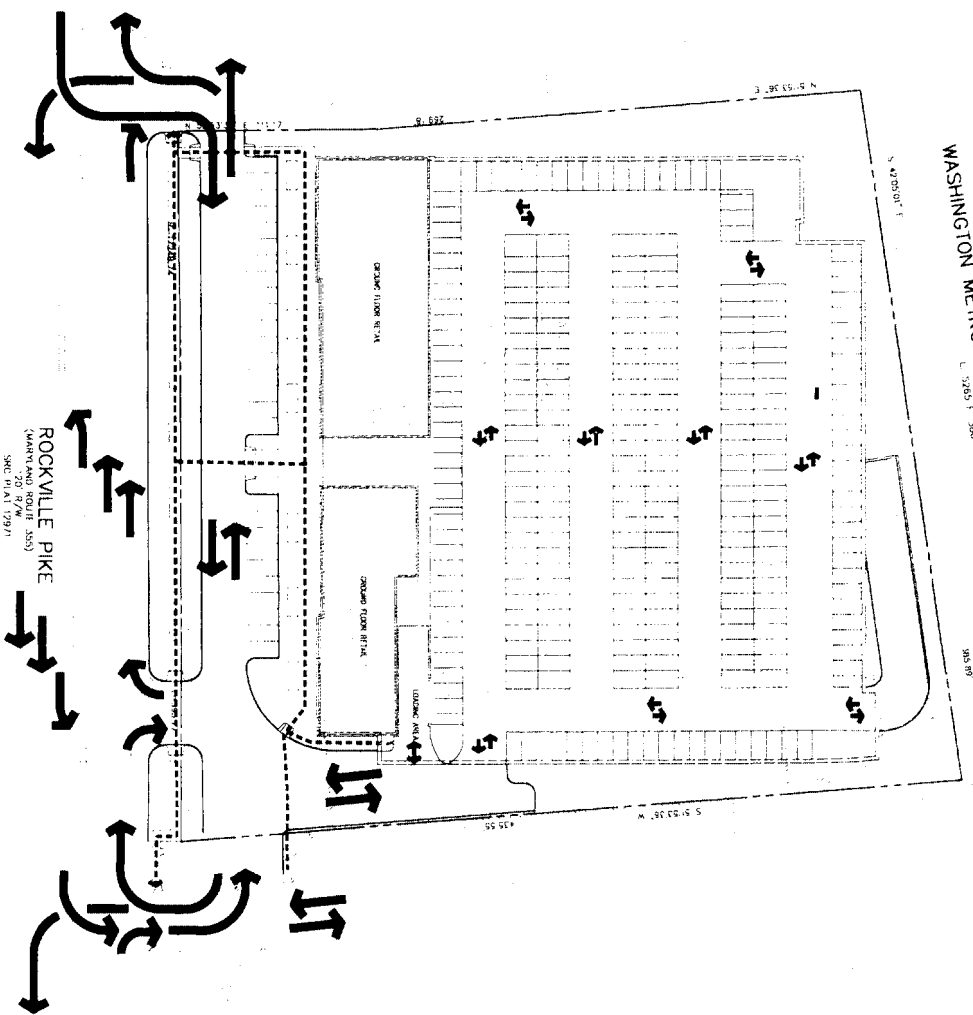
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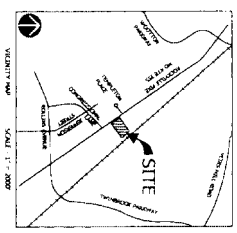




WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



GABLES TWINBROOK  
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CIRCULATION PLAN

JUNE 16, 2005

GABLES TWINBROOK  
ROCKVILLE, MARYLAND

GABLES RESIDENTIAL

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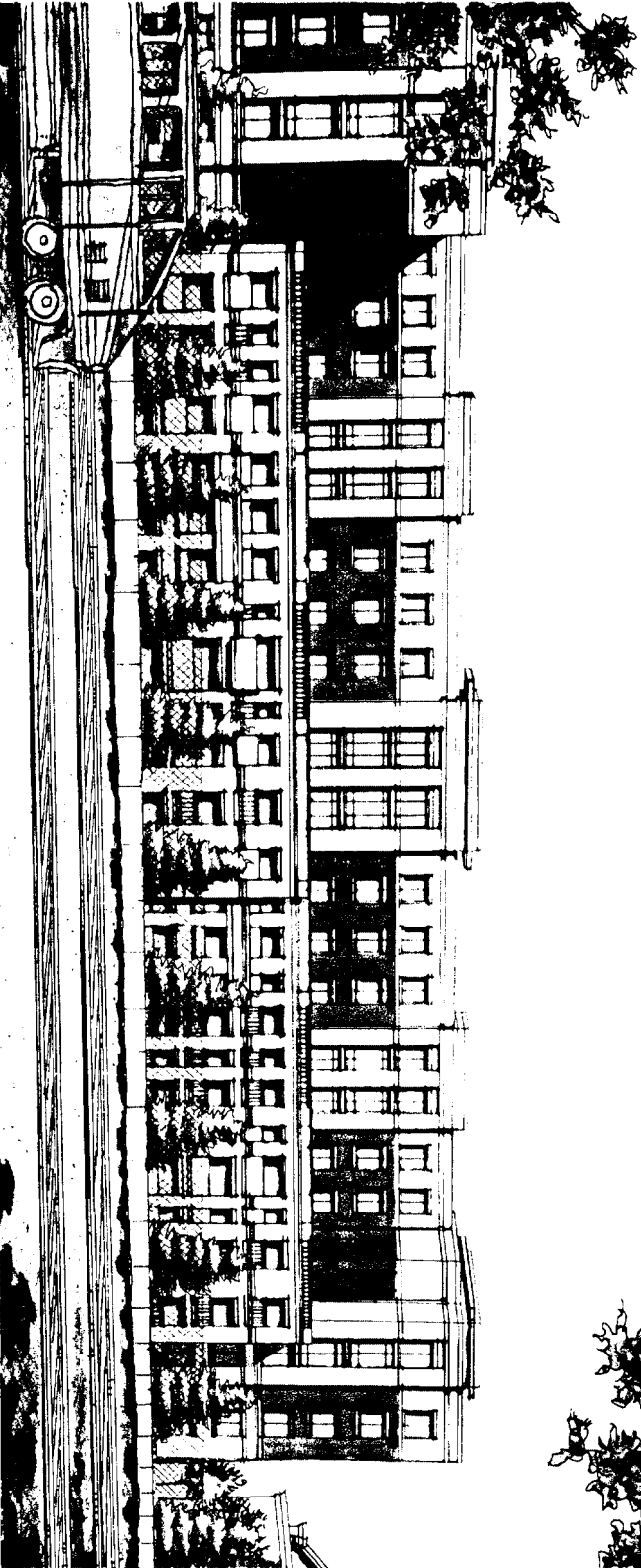
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**ILLUSTRATIVE PERSPECTIVE**  
View from Metro, CSX Lines

JUNE 11, 2008



**GABLES TWINBROOK**  
ROCKVILLE, MARYLAND  
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GSR-0786

